



Hongkong Daily Press.

ESTABLISHED 1857

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Two Qualities.
\$10.00 and \$12.50
per piece of 30 yards.
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No. 17,476. 號六十七百四千七萬一第 日九十月四年寅甲 HONGKONG, WEDNESDAY, MAY 13TH, 1914. 三拜禮 號三十月五年三國民華中 PRICE, \$3 PER MONTH.

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Tel. 66.
Hongkong, 5th May, 1914. [485]

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Hongkong, 24th April, 1914. [514]

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TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.30 " " 10.00 " " 10 " "
10.30 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 2.50 " " 15 " "
2.50 " " 3.00 " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.45 " " 12.00 noon " 15 " "
12.00 noon to 1.00 p.m. " 40 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 15 " "
NIGHT CARS on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
JOHN D. HENDERSON & SON,
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Hongkong, 1st October, 1913. [502]

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TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

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NORTH BOUND.

Connecting at Harbin with	Station	Time	Connecting at Harbin with	Station	Time
1st Class Express	Shanghai (S.M.R. Train)	12.30 p.m.	1st Class Express	Shanghai (S.M.R. Train)	12.30 p.m.
2nd Class Express	Shanghai (S.M.R. Train)	1.15 p.m.	2nd Class Express	Shanghai (S.M.R. Train)	1.15 p.m.
3rd Class Express	Shanghai (S.M.R. Train)	2.00 p.m.	3rd Class Express	Shanghai (S.M.R. Train)	2.00 p.m.
4th Class Express	Shanghai (S.M.R. Train)	2.45 p.m.	4th Class Express	Shanghai (S.M.R. Train)	2.45 p.m.
5th Class Express	Shanghai (S.M.R. Train)	3.30 p.m.	5th Class Express	Shanghai (S.M.R. Train)	3.30 p.m.
6th Class Express	Shanghai (S.M.R. Train)	4.15 p.m.	6th Class Express	Shanghai (S.M.R. Train)	4.15 p.m.
7th Class Express	Shanghai (S.M.R. Train)	5.00 p.m.	7th Class Express	Shanghai (S.M.R. Train)	5.00 p.m.
8th Class Express	Shanghai (S.M.R. Train)	5.45 p.m.	8th Class Express	Shanghai (S.M.R. Train)	5.45 p.m.
9th Class Express	Shanghai (S.M.R. Train)	6.30 p.m.	9th Class Express	Shanghai (S.M.R. Train)	6.30 p.m.
10th Class Express	Shanghai (S.M.R. Train)	7.15 p.m.	10th Class Express	Shanghai (S.M.R. Train)	7.15 p.m.

SOUTH BOUND.

Connecting at Harbin with	Station	Time	Connecting at Harbin with	Station	Time
1st Class Express	Shanghai (S.M.R. Train)	12.30 p.m.	1st Class Express	Shanghai (S.M.R. Train)	12.30 p.m.
2nd Class Express	Shanghai (S.M.R. Train)	1.15 p.m.	2nd Class Express	Shanghai (S.M.R. Train)	1.15 p.m.
3rd Class Express	Shanghai (S.M.R. Train)	2.00 p.m.	3rd Class Express	Shanghai (S.M.R. Train)	2.00 p.m.
4th Class Express	Shanghai (S.M.R. Train)	2.45 p.m.	4th Class Express	Shanghai (S.M.R. Train)	2.45 p.m.
5th Class Express	Shanghai (S.M.R. Train)	3.30 p.m.	5th Class Express	Shanghai (S.M.R. Train)	3.30 p.m.
6th Class Express	Shanghai (S.M.R. Train)	4.15 p.m.	6th Class Express	Shanghai (S.M.R. Train)	4.15 p.m.
7th Class Express	Shanghai (S.M.R. Train)	5.00 p.m.	7th Class Express	Shanghai (S.M.R. Train)	5.00 p.m.
8th Class Express	Shanghai (S.M.R. Train)	5.45 p.m.	8th Class Express	Shanghai (S.M.R. Train)	5.45 p.m.
9th Class Express	Shanghai (S.M.R. Train)	6.30 p.m.	9th Class Express	Shanghai (S.M.R. Train)	6.30 p.m.
10th Class Express	Shanghai (S.M.R. Train)	7.15 p.m.	10th Class Express	Shanghai (S.M.R. Train)	7.15 p.m.

* Russian Train Time is 25 minutes faster than the S.M.R. Time.

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FOR THE YEAR

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HONGKONG OFFICE: 10A, DES VOUX ROAD C.
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The Daily Press.

HONGKONG, MAY 13TH, 1914.

THOUGH Germany does not rank as one of the great colonial powers of the world her colonial possessions are by no means insignificant, for they cover nearly 1,100,000 square miles; about as much as the British parts of India, and five times as big as the German Fatherland. It is a colonial domain mainly spread over Africa; only 99,000 square miles, most of them in New Guinea, are outside the Dark Continent. Apart from that territory and a few small islands, it consists mainly of the four dependencies of Togo (33,000 square miles), the Cameroons, German East Africa and German South Africa, each of them covering between 300,000 to 400,000 square miles. The total colonial trade, apart from Kiangtchau, came to nearly £12,000,000 last year, whereas but seven years ago the figure was £5,000,000. A great deal of this increase is due to colonial imports, which are always rising when colonial loans are contracted and when railways are constructed. But the exports too, the true signs of colonial prosperity, have wonderfully developed. From £1,500,000 in 1906, they rose to nearly £7,000,000 in 1912. Apart from the development of diamond mining in South-West Africa, which is responsible for about £1,500,000, all this is due to systematic work, not to accidental and artificial colonial booms. The colonies send about £2,500,000 to Germany and take as much from her in return. The total trade is infinitesimal in comparison with Germany's national trade of £535,000,000 in imports and nearly £450,000,000 of exports. But Germany is only just beginning to surmount the difficulties she has had to face in her colonial policy. A Munich Professor in a lecture in London recently pointed out that Germany began to colonise before she could be regarded as an industrial country. "Whilst we were developing colonies we had to develop Germany as well. Before the acquisition of colonies, Germany employed in industries, in 1882,

6,500,000 men; in 1907, 11,300,000; and in commerce, in 1882, 1,800,000 men; in 1907, 3,800,000 men. Even in agriculture she did not remain stationary, raising the number of men employed from 8,200,000 to 9,900,000 men. She went through a process of industrialisation quite common in new countries, but almost unheard of in an old established community. She used 76,000 steam thrashing-machines in 1882 and 489,000 in 1907. She smelted 4,000,000 tons of iron ore in 1887, and 17,800,000 in 1912. In 1885, 8,600,000 people lived in cities of over 20,000 inhabitants and 22,400,000 in 1910. The cities of more than 100,000 inhabitants had to find housing-room for nearly 10,000,000 men, their population growing from 4,400,000 in 1885 to 13,800,000 in 1910. German joint stock companies owned a capital of £240,000,000 in 1889-97 and £720,000,000 in 1911-12. The deposits in banking institutions of all sorts rose from about £30,000,000 to £150,000,000. Germany easily lacked the abundance of liquid assets which a country like France enjoys. If Germany did not want to sacrifice home-development to colonial ventures, she had, so to speak, to stint her colonies. She started chartered companies to relieve her of the responsibility of developing the new countries. They had a ludicrously small capital and failed accordingly. Nor was the State in a position to finance colonial exploitation on a big scale; for all demands upon it rose enormously. Germany spent £20,000,000 on defence in 1881-82 and £75,000,000 in 1912. The population of Germany has grown rapidly from 45,000,000 in 1880 to 65,000,000 in 1910. Germany has attracted foreigners too in increasing numbers. There were resident in Germany 797,000 foreigners in 1900 and 1,320,000 in 1910. Germany is not yet an over-populated country. She has 310.4 persons to the square mile (about as much as England and Wales had in 1851) against a density of 618 in the England of to-day. Germany has made some grievous mistakes in her colonial policy and she has learnt the lesson. She has settled about 24,000 white people in her colonies. There were 7,523 ten years ago. We have built cities which are healthy and habitable, we have laid out farms and planted villages, reproducing in some districts the chief features of life at home. We have started plantations which are profitable to their owners. Apart from the 1,100 farms in South Africa, there are about 1,000 plantations owned by Europeans, run by about 1,300 white owners and overseers, occupying a labour force of about 90,000 natives. We have done a certain amount in native administration—though here, more than anywhere else, we are beginners—by spreading peace and sanitation, by teaching the natives in schools and in agriculture. But apart from South-West Africa, where we solved the native problem by smashing tribal life and by creating a scarcity of labour, we are only just now beginning to understand it. The German ideal of colonisation is no longer a policy of settlement but one of commercial exploitation, and it is evident that sound development is now taking place.

H.M.S. *Thistle* returned to Hongkong yesterday morning.

There were nine fatal cases of small pox in the Colony last week, all being Chinese.

During the 24 hours ending 10 a.m. yesterday, 1.58 inches of rain were recorded at the Observatory. Practically the whole of the rain fell from 11.30 on Monday night.

There were 215 cases of plague notified in the Colony last week, 173 proving fatal. Among the victims were three Indians, one Filipino and one Malay. All the rest were Chinese. The total number of cases of plague since the beginning of the year is 1223 with 1112 deaths.

The private yacht *Mekong*, owned by Prince Ferdinand, brother of Queen Amelie of Portugal, who is at present big game shooting in Indo-China, is lying at anchor in the harbour. The *Mekong* is a vessel of 1000 tons displacement, and is the most attractive yacht visiting these waters. She carries a thirty four knot motor launch, and is fitted with five of the most modern types of guns, wireless telegraphy and other up to date installations. Capt. Morton, brother of Mr. R. C. Morton of the Pacific Mail Company, has been in charge of the vessel for the past two years. Prince Ferdinand will meet the yacht at Shanghai on June 6, and from thence proceed to Yokohama. A trip will then be made to Kamohatka, through Alaska to Vancouver, and on to Panama, leaving there to reach New York in time for the America Challenge Cup yacht race.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE CIVIL WAR IN MEXICO.
A DESPERATE BATTLE AT
TAMPICO.

JUAREZ, May 11th.
The most desperate battle of the whole Revolution is proceeding at Tampico. Some of the oil-wells are aflame, and the town is afire.
H.M.S. *Essex* is hurrying toward Tampico.

BRITISHERS HORRIBLY
MUTILATED.

WASHINGTON, May 12th.
The British Embassy has received a report from the Vice-Consul at Guadalajara that Messrs. Williams and Hoadley, both British subjects, were killed by riotous miners during a search for stolen silver bars. The Britishers gave up their weapons, hoping to placate the labourers, but they were immediately stabbed to death and horribly mutilated. Other foreigners were thrown into gaol, but were released later.

AMERICAN SAILORS' FUNERAL
PROCESSION.

NEW YORK, May 11th.
The bodies of 17 American bluejackets, killed at Vera Cruz, were landed from the battleship *Montana*. The bodies were placed on gun-carriages, and were taken in procession to the City Hall, where the Mayor of New York placed wreaths on them.

President Wilson received the procession at the Navy Yard, and expressed his mixed feelings of grief that these lads had gone to their deaths, and pride and envy that they had been permitted to do their duty so nobly. He emphasised that the Americans had gone to Mexico not for aggression, but to serve mankind, including the Mexicans.

AMERICA'S RETIRED SOLDIERS
TO REPORT THEMSELVES.

WASHINGTON, May 11th.
The War Office has requested retired soldiers to report their availability in an emergency.

MEDIATORS LEAVE FOR
AMERICA.

NEW YORK, May 11th.
The mediators have arrived at Vera Cruz and proceeded straightway to New York, on board a German liner, refusing all American proffers of courtesy.

THE NEW GOVERNOR-GENERAL
OF CANADA.

UNGRACIOUS COMMENTS ON THE APPOINTMENT.
LONDON, May 11th.

The appointment of Prince Alexander of Teck as Governor-General of Canada in succession to H.R.H. the Duke of Connaught has evoked ungracious comments from some quarters in Canada. While the undoubted success of the Duke of Connaught's administration is acknowledged, it is argued that anything like a perpetuation of Royal rulers, and Court etiquette is unsuitable for a democratic country.

FAMOUS SINGER'S DEATH.

BATAVIA, May 11th.
The death has occurred at Batavia of Madame Nordica, the famous singer. Death was due to pneumonia, probably resulting from Madame Nordica's experiences in the recent accident to an Australian steamer in Torres Straits.

TRAM-CARS IN COLLISION IN
LONDON.

LONDON, May 11th.
Two tram-cars collided at Blackfriars Bridge and were smashed. Fourteen persons were conveyed to hospital, and others were injured.

THE FRENCH ELECTION.

TRUMP FOR TRIENNIAL SERVICE.
PARIS, May 11th.
The features of the French second ballots yesterday were the success of the Socialists and the groups on the Right. The supporters of Triennial Service secured an incontestable majority.

HOME CRICKET.

LONDON, May 12th.
Kent beat the M.C.C. by an innings and 48 runs.
York beat Northants by an innings and 116 runs.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BRITISH BUDGET.

TAX ON SMALL INCOMES.

ALSO ON INCOMES DERIVED FROM FOREIGN SECURITIES.

LONDON, May 12th.
In the Budget debate in the House of Commons, Mr. Lloyd George admitted that the increase of the income-tax on unearned incomes would involve hardship to those with small incomes. Therefore the proposed rate on incomes of £200 per annum would be 1/-, and between £200 and £300 is 4d. The concession, the Chancellor of the Exchequer said, would cost £370,000 per annum.
Among the Budget resolutions adopted by the House of Commons is one imposing an income-tax super-tax on incomes arising from securities or possessions in any place outside the United Kingdom, whether the income be received in the United Kingdom or not.

THE ULSTER GUN-RUNNING
EXPLOITS.

LONDON, May 12th.
In the House of Commons Mr. Asquith announced that the Government had decided not to take criminal proceedings against the persons concerned in the recent gun-running exploits in Ulster. Other proceedings were being taken, but it was undesirable to make a statement at present.

THE DANISH KING AND QUEEN
IN ENGLAND.

LONDON, May 12th.
The King and Queen of Denmark and their Royal hosts, King George and Queen Mary, attended a gala opera performance at Covent Garden yesterday. The house was converted into a floral bower, and was ablaze with colour and jewels.

THE KING OF SWEDEN.

STOCKHOLM, May 12th.
The King has sufficiently recovered to resume government, and will open Parliament at an early date, after which his Majesty will proceed to Karlsbad for the cure.

SIR STAMFORD RAFFLES.

STRAITS SETTLEMENTS TO BE ASKED TO PROVIDE A MEMORIAL.

LONDON, May 12th.
The Secretary of State for the Colonies, Mr. Lewis Harcourt, replying to the Vicar of Hendon, intimates that he contemplates suggesting that the Government of the Straits Settlements should provide a suitable memorial to Sir Stamford Raffles, at Hendon Church, where his coffin was recently unearthed.

THE HIPPODROME AND CIRCUS.

The hippodrome and circus at Causeway Bay attracted a large audience on Monday evening for the opening performance, and the programme was as entertaining as it was varied. Such exhibitions are bound to be of strikingly similar to each other, but the glamour of a circus invariably attracts plenty of support. The one at Causeway Bay is made up of all those items which people look for; there are performing lions, funny men, and a variety of tricks on horseback, and the usual amount of legerdemain which puzzles everyone. Of the latter the sharp-shooting by the Three Carsons is perhaps a feature. Tiny and elusive objects are picked off from all sorts of positions, and a William Tell item is a good test of nerves and shooting skill. The "Naval Display" by "Murrel" and his assistant Jerry is a most entertaining and amusing parody on what good sailors should be capable of doing. Huge shells are thrown about and caught on various parts of the body, while large brass balls are treated in a very off-hand manner; and Jerry introduces a continual funny element into the feats of strength and skill. There is some clever juggling by Otto and Lollo and Happy Ahby. The latter does his work while standing on a globe, which makes his performance a most ingenious affair. Miss Alberta gives a clever equestrian turn, and in addition there are several performances by very knowing horses. The clowns, of course, are busy throughout the programme, and would be patrons of any decently look forward to several hours' real enjoyment, with plenty to make them laugh heartily. The "Prison of Salome" which was given by ten ladies on the opening night, was a novelty for a circus programme, but the audience must have appreciated this more serious side of the evening's entertainment. To produce a dance of this description in the colourless setting of a large match is an undertaking, but the performers did remarkably well.
There will be a matinee performance this afternoon at 4 o'clock.

TELEGRAMS.

[“DER OSTASIATISCHER LLOYD”
SERVICE.]

CHINA SERVICE.

THE PEKING GOVERNMENT.

PEKING, May 12th.
A sub-committee of fifteen members of the Constitution Committee has been instructed with drafting rules of organization for an Administrative Committee. Shi Yue, President of the Legal Committee is to be Chairman. The Administrative Committee is to consist of from 40 to 60 members of long experience in the administrative service, or of conspicuous merit as authors, or such as have rendered meritorious services to the Republic. Ten councillors are to be members of the new committee also, who shall have the right of submitting proposals, but shall be excluded from voting. The President has sent Liang Shi Yi and Chou Tse Shi to Tientsin, charged with a request to Liang Tung Yen to take over the Portfolio as Minister of Communications. Liang Tung Yen, according to the Peking *Jih Pao*, has accepted and will arrive at Peking on the 20th of May, after completing a tour of inspection of the railways in Shantung.

EUROPEAN SERVICE.

DANISH ROYALTY IN ENGLAND.

FRENCH POLITICAL SPECULATIONS.
LONDON, May 11th.
The present visit of the Danish Majesties to the Court of St. James has caused the French Press to engage in political speculations, as if the *rapprochement* of Denmark to the Triple Entente could be deduced therefrom. In view of this it must be said that the British Press treats the visit as wholly unpolitical and rather regards it in the light of a family visit of closely-related Dynasties. The Danish Royal couple, besides attending Court festivities, will make the procession through the town to the city as is customary. They will go to Spain afterward, *via* Paris.

HUERTA'S FALL EXPECTED.

REIGN OF TERROR FEARED.

LONDON, May 11th.
The Mexican situation has grown worse and the early fall of Huerta is counted upon. Several foreign diplomats at Washington have attempted to persuade Mr. Bryan to take energetic action, as the outbreak of terrible anarchy is feared after Huerta's fall. The American Secretary of State, however, maintains his optimism.

SHIPPING RATES IN WART.

BERLIN, May 11th.
At the East Asiatic Conference of United Shipowners it was decided that the war rates to Japan and Shanghai be increased by 2s. 6d. from 1st September.

IMPERIAL CHANCELLOR'S
BEREAVEMENT.

BERLIN, May 11th.
Fran v. Bethmann-Hollweg, wife of the Imperial German Chancellor, is dead.

MURDER OF EUROPEAN CONSUL.

BERLIN, May 11th.
The Russian and Norwegian Consul, Mr. Ratt, was robbed and murdered in a railway train near Bizerta in Tunis.

ILL-STARRED SICILY.

BERLIN, May 11th.
The losses caused by the damage to the landscape in Sicily are great. Mount Etna is in violent eruption.

RENOUNED MUSICIAN DEAD.

BERLIN, May 11th.
Herr Schuch, Director-General of the Orchestra of the Royal Opera at Dresden, a conductor of renown, is dead.

FOOTBALL IN GERMANY.

BERLIN, May 11th.
The football-match Berlin v. Paris was won at Berlin by the home team.

HOSTILITIES IN ALBANIA.

BERLIN, May 11th.
The Prince of Albania has ordered all hostilities to cease.

SUPREME COURT.

Tuesday, May 12th.

IN BANKRUPTCY JURISDICTION.
BEFORE THE CHIEF JUSTICE, MR. H. H. J. GOMPERTZ.

A WRONG NAME.

In the case of Tai Kwan Ying the Official Receiver applied for the rescission of the receiving order. He did so, he explained, on the ground that the petitioning creditor had given a wrong name, neither had the petitioning creditor any power of attorney to sign in the name he did. He asked for the rescission on those grounds, though there were several other grounds he could mention. There was no opposition to the application, and the petitioning creditor, although he had had notice, was not represented.

THE APPLICATION WAS GRANTED.

AN ABSENT DEBTOR.

Application was made for the hearing of the petition in the case of Li On. The Official Receiver explained that the solicitor for the petitioning creditor was not appearing that morning as he was engaged in the Police Court. Mr. Carmichael added that he was opposing the petition on the ground that no consideration was shown for the debt, whose solicitor had been unable to find him. He had previously informed him (the Official Receiver) that he was going into the country, and he would therefore ask for the petition to be dismissed.

THIS WAS ALLOWED.

A LEGAL ISSUE.

With regard to Lee Chan, the Official Receiver applied for adjudication and the appointment of a trustee. This was an adjourned application under Section 78 (2).

The Official Receiver said one of the partners was absent, and that at the last Court there was an application for rescission, which was adjourned. The petitioners then decided that they did not want to go on with that application and asked for the appointment of a trustee, etc., and he asked his Lordship to make that order.

Mr. Grist, on behalf of one of the partners in the firm, named Fung Yai Pui, asked that his name should be struck out of all the proceedings so that he should not be adjudged a bankrupt. He also expressed the opinion that any petition by the debtors must be made by all the debtors in order that the receiving order might be made.

The Official Receiver said that such authority was given in the Home Act.

Mr. Grist remarked that he raised the point at the last Court.

His Lordship said the point was an important one.

Mr. Grist referred to Section 78 (1) and explained that that undoubtedly laid it down that where such an application was made all the partners should be joined. There was a section in the Home Act which said that one partner could petition the Court in the name of the firm. They had no such section in this Colony; therefore, every petition by a debtor must be made by the whole of the partners.

The Official Receiver said that that was not a correct view of the Section. If the Court took the view which Mr. Grist had just taken, it would mean that in very many firm cases, if a partner wanted a petition, he would have to get authority from all the partners, who, in many cases, did not reside in Hongkong.

His Lordship said that the question thus arose as to whether he was empowered to make such an order as the law stood.

Mr. Grist remarked that he challenged the power. If anyone came forward it would upset the whole of the proceedings. For all practical purposes that was not ever likely to happen, because all the property they had been able to find the Official Receiver had already taken possession of.

His Lordship said he was obliged to Mr. Grist for making the point, but he thought that if he made the order he would be following the practice which had obtained there, rightly or wrongly.

Mr. Grist suggested that a really effective Ordinance might be drafted if his Lordship dealt with that matter by refusing to make any order. His Lordship might recommend that the present Ordinance should be repealed.

The Official Receiver said it depended wholly upon the provisions regarding imprisonment for debt in this Colony. If that point was raised, it would raise the whole point as to imprisonment for debt in Hongkong, which he was not saying might not be raised.

The application of the Official Receiver was subsequently allowed.

APPLICATION FOR DISCHARGE.

An application for discharge was made in the case of Tsang Ng, but the Official Receiver changed his application and asked for an adjournment *indefinitely*. Mr. Agassiz, who appeared on behalf of the petitioners to oppose the debtor's original application, had no objection to the adjournment and this was allowed.

RUBBER REPORTS.

PROGRESS OF LARGE MALAYAN PRODUCERS.

THE SUNGEL WAY COMPANY.

Mr. Thomas North Christie, in moving the report at the meeting of the Sungel Way (Selangor) Rubber Company, held at Glasgow, said that the board presented their statement with a justifiable feeling of satisfaction, for, even despite the fact that there had only been an actual increase in profits of £175, that had been attained by improved quality and lessened cost of production. Their crop was over 118,000 lbs. in excess of the previous year, and their all-in cost fell £69d. per lb. Some companies deducted commissions before bringing the proceeds of the sales into the revenue account, some included depreciation and other charges, some did not. Their all-in cost included everything. While having made fully as large a net profit as in previous years, they had knocked the dividend down one-sixth. That was due to the characteristic caution of the board, and also because they wanted a large reserve fund, which might be drawn upon as they increased their scope for working. The estate was in splendid order, and two thousand acres would shortly be under cultivation. The crop had been good for the past three months of this year and heavier than that of the same period of last year. Working costs had been reduced, and, while the price of rubber was lower, they still found sales remunerative. Had it not been that they had once experienced the delights of a 30 per cent. dividend they would have been perfectly satisfied. He moved a dividend of six shillings per share, making a total dividend of 50 per cent. for the year. The report was unanimously adopted.

HIGHLANDS AND LOWLANDS.

According to the report of the Highlands and Lowlands Para Rubber Company, the past year's working resulted in a profit of £78,078, making with £113,101 brought in, a total of £191,179. The directors recommend a final dividend of 7 per cent. (less tax) (making a total dividend of 20 per cent., less tax, for the year 1913); £10,000 is placed to reserve (bringing the general reserve up to £50,000), and £9,330 is carried forward. The output was 1,055,418 lbs., which is 157,008 lbs. in excess of the 1912 output. For 1912 the dividend was 40 per cent. The average net sale price obtained per lb. was 5s. 8d., and the cost, "all-in," is 2s. 2d. It has been provisionally arranged that the company shall acquire the assets of the Ayer Kuning (F.M.S.) Rubber Company, on the terms of this company issuing to the shareholders of the vendor company one share of the Highlands and Lowlands Company for every four shares held by them; this company agreeing to liquidate all the vendor company's liabilities as on March 31st, 1914, from which date this company will take over the estates as going concerns. The area to be acquired is 6,522 acres, of which 2,040 acres are under cultivation, and with the exception of an area of 185 acres, the whole is in bearing. To enable this company to acquire the assets of the Ayer Kuning Company, it will be necessary to increase the capital, and the shareholders will be asked to sanction the application to increase the same by 40,000 shares of £1 each, of which 27,088 shares will be issued at par to the shareholders of the vendor company.

Messrs. Barlow Co. write from Kuala Lumpur: "We have received a cable from the secretaries of the Highlands and Lowlands Para Rubber Co., Ltd., informing us that the proposed scheme for the amalgamation of the Ayer Kuning (F.M.S.) Rubber Co., Ltd., with the Highlands and Lowlands Para Rubber Co., Ltd., has been cancelled."

SELANGOR RUBBER COMPANY.

In moving the adoption of the report at the meeting of the Selangor Rubber Company, held at Glasgow, Sir P. A. Swettenham said that since last year rubber had fallen from over 4s. per lb. to less than half that price. The fall occurred extremely quickly, and led to something like a panic. Many proposals were made, but he had not seen a draft of a working scheme yet, though there were over 500 rubber companies in the Near East alone. He favoured combination, if it could be secured, but he had no difficulty in understanding the shyness of the sheep to enter the fold. The estimated yield—600,000 lbs.—was nearly obtained, and low good the actual figures were they would understand when he told them that the 523,343 lbs. obtained in 1912 came from 1,468 acres in bearing, while the average area tapped was 1,413 acres, and the yield per acre 338 lbs. In 1913 the average acreage tapped was 1,538 acres, yielding 303 lbs. per acre. For the current year the crop was estimated at 650,000 lbs.; and for the first three months they had secured more than a quarter of the estimate. Their planted area stands at capital at £13,10s. per acre. Even at the reduced price of rubber they made a profit of over £50,000, and the prospects were good. He moved a dividend of 1s. per share, making a total distribution of 137½ per cent. per year. The report was considered most satisfactory, and unanimously adopted.

AYER KUNING (F.M.S.).

The report of the Ayer Kuning (F.M.S.) Rubber Company states that the year's working has resulted in a profit of £1,521. The board made temporary arrangements for the company until the revenue was sufficient to meet the expenditure, and this position it was expected would be reached in the period under review. The fall in the value of rubber experienced in 1913 entirely upset the directors' anticipations and not only were their hopes not realized, but they found it necessary to increase the temporary accommodation, and on December 31st the total borrowings amounted to £30,531. Since the accounts were closed a further sum of £1,721 was borrowed, making a total indebtedness of £32,252. Under these circumstances the directors have decided to recommend the amalgamation of this company with its neighbour, the Highlands and Lowlands Para Rubber Company.

ANGLO-MALAY.

The crop harvested by the Anglo-Malay Rubber Company for 1913 amounted to 1,250,000 lbs., against an estimate of 1,150,000 lbs., and a yield in 1913 of 343,491 lbs. The crop was obtained from

an average acreage of approximately 3,016 acres. The average gross price realized was 2s. 9.42d. per lb., while the "all-in" cost amounted to 1s. 3.16d. against 1s. 8.55d. in the preceding year. Including £8,768 brought in the net profit amounts to £108,351. Deducting from this capital expenditure written off £21,346, and three interim dividends at 8 per cent., less tax, there remains £81,004. Out of this the directors propose to transfer to reserve account £12,500 and making 44 per cent. for the year (less tax), leaving £68,504 to be carried forward. The crop estimate for 1914 is 1,400,000 lbs. For 1912 the dividend was 90 per cent.

DAMANSARA.

The report of the Damansara (Selangor) Rubber Company states that the profit for the year ended December 31st last, after writing off £2,381 for depreciation, and including £2,043 brought forward, amounted to £24,490. The directors propose to pay a final dividend of 22½ per cent., making 50 per cent. for the year, and to place to general reserve account £9,000, leaving £15,490 to be carried forward. The rubber crop amounted to 618,400 lbs., against the estimate of 600,000 lbs. It sold at a gross average of 2s. 2.8d. a lb., as compared with 4s. 4.13d. a lb. for 1912 crop. The manager's estimate for 1914 is 650,000 lbs.

SEREMBAN.

The crop of rubber secured by the Seremban Rubber Estate Company in 1913 amounted to 644,000 lbs., an increase of 113,812 lbs. The cost f.o.b. was about 1s. 3.4d. per lb., a reduction of about 3½d. per lb. The profit and loss account shows a credit balance of £22,471, making the balance brought forward £28,028. The directors propose to write off for depreciation of buildings and machinery £1,000; to transfer to development account £11,000; to pay a dividend of 5 per cent. (less tax), on April 24th, and to carry forward £3,058. The estimated crop for the current year is 607,000 lbs.

RUBBER ESTATES OF JOHORE.

The directors of the Rubber Estates of Johore report that the crop of rubber harvested for 1913 amounted to 323,504 lbs., against an estimate of 230,000 lbs., and a crop of 106,901 lbs. for 1912. The gross price realized was 2s. 8½d. per lb. The all-in cost amounted to 2s. 6.63d. per lb., against a corresponding cost of 2s. 8.92d. in 1912. The crop of rubber for 1914 is estimated at 500,000 lbs. The net profit amounted to £10,931 and £2,064 was brought forward. It is proposed to pay a dividend of 6 per cent., leaving to be carried forward £5,495.

SUNGEL KRIAN.

The accounts of the Sungel Krian Rubber Estate for the year 1913 show a profit of £3,607, making with the amount brought forward £7,781. After deducting the dividend on the preference shares in respect of 1912 and writing down the preliminary expenses by £200, there remains a balance of £3,941, out of which the preference dividend has been paid to June 30th, 1913. The output of dry rubber amounted to 139,400 lbs. The average net sale price per lb. was 2s. 4d. and the cost per lb. "all-in" is 7½d.

SEAFIELD.

The profit of the Seafield Rubber Company for 1913 amounted to £52,210. The directors propose to pay on April 24th a final dividend of 25 per cent., less tax (making 45 per cent. for the year), to write off for depreciation £1,000 and to carry forward £9,879.

THE MITSUI BUSSAN KAISHA.

As soon as the preliminary court in Tokyo committed the three directors of the Mitsui Bussan Kaisha for trial in connection with the Naval bribery scandal, they resigned from the directorate and Mr. Watanabe, who, five or six years ago was the managing director of the firm, has been recalled from London to fill one of the vacancies on the Board. Mr. Fujie, from Shanghai has also been appointed to the Directorate. Mr. Fukui, Dr. Dan and Mr. Hayakawa remain directors of the firm.

Baron Mitsui, the President of the Mitsui Bussan Kaisha, issued to the staff a circular in which he expressed his deep regret that certain officials of the company should have been implicated in the Naval scandal, which casts serious reflections on the reputation and prestige of the company. He earnestly requests the staff to be always mindful of the instructions given to always act in strict conformity with the principles of honesty and justice and, while striving for the further development of the company's business, to studiously refrain from any act that deviates from the right path in doing business, even though prompted thereto by excessive zeal.

[It is as well that the public should refrain from forming a judgment as to the guilt of the persons accused until they have had an opportunity of learning what defence they have to make to the charge.]

HORACE: ODE XXXVIII. BOOK I.

PERSEUS ODI, PUER, APPARATUS.

My wife, dinna fash yourself!
Wi' a' these Southern whinesies.
I canna' bide sic unco' wames
Sae, pit awa' your flimsies.

Bog-myrtle frae the moor oot-by
Gies sweeter smell, I'm thinkin'
Than hot-hoosie blooms. An' they be braw
Braw's whies the same as stinkin'!

Awa, an' less the dinner ben,
Gude barley-broth an' chuckie.
An' syne, to tap, your kebbuck, lass—
To pree sic-like, I'm lucky!

As glass, nae mair: an' "ek" maybe!
O' gude auld "Pettercain".
A' bines an' apple for yoursell!
A' sweetie for the bairn.

Sie hameov're w's an' halesome fare
Are what us'ns, my Bonnie,
We're cannie w' that gude we hae,
An' needna' copy onie.

—The New Witness

ACTIONS AND REACTIONS IN CHINA.

VII.—THE ARMY.

The Analects of Confucius record a conversation between him and one of his disciples: "Yu-kung asked for a definition of good government. The Master replied: 'It consists in providing enough food to eat, in keeping enough soldiers to guard the State, and in winning the confidence of the people.' And if one of these things had to be sacrificed, which should go first? The Master replied: 'Sacrifice the soldiers.' This quotation sums up the traditional Chinese attitude towards the army, and explains why military service was, in the old days in China, in such ill repute, soldiers being classified with actors and barbers as the drogs of the population. Perhaps in no phase of Chinese life is the contrast between the old and the new more marked, nor the transition so abrupt, though even here the process has occupied several years. Army reform was first taken in hand after the disastrous war with Japan, and in 1895 five divisions of a new army (the *Yu-wei Chün*) were raised, but this tentative effort soon came to an end (with an important exception to be noted later). An Edict of 1901 again ordered army reorganization; but it was not until 1907 that a concerted effort was made to provide China with an homogeneous national army in place of the ill-armed and untrained provincial troops which, before 1895, were all she had to depend on, but even now the process of reorganization is still incomplete: very few provinces have raised the *quatum* assigned under the 1907 scheme, and there are still vestiges of the old order of things in Kansu, where the old "Green Banner" troops (*lu-chün*) have not yet been completely disbanded.

In view of the sharp line of demarcation between China's old and new military systems, there is little need to examine the state of the army prior to its reform, but one or two incidents will at all events show the disadvantages under which it laboured. The Governor of Hei-lung-chiang, in a memorial requesting permission to arm the troops under his jurisdiction with breech-loading ginals, explained that "this innovation" (i.e., loading at the breech) "being unanimously approved by the Manchu commanders, memorialist would now ask the consent of the Throne to arm the troops with ginals, portioning three men to each gun, i.e., one man to carry the gun at the muzzle, one man to fire it, and a third with the ammunition and armed with a sword to protect the other two while at work." (Peking Gazette, August 24th, 1896.) The Governor of Mukden, again, in a memorial recommending the purchase of some rifles, made the *naïve* suggestion "that owing to their great expense these arms need not be used by the troops in their daily drills, but when danger appears the rifles should by all means be placed in their hands." (Peking Gazette, May 6th, 1897.) This proposal has, however, been reproduced in a modified form in far more recent days: in 1910 the officer commanding the militia (*hai-fang chün*) at Ning-yüan Fu, on the confines of the Lolo territory, stated that he thought it advisable to issue only old rifles to the troops engaged in active operations against these aborigines, on the ground that if the Lolos captured them, the loss would not be so great as if the new and more modern weapons fell into the hands of the enemy. Then we have Mrs. Bird Bishop's account of an incident in the Japanese war—troops armed with every imaginable pattern of rifle, and a heap of all kinds of ammunition set before them, with the order that each man should pick the size to fit his own particular rifle.

It would be possible to multiply these instances of ineptitude and disorganization many times over, but the facts are notorious and are introduced here only because they demonstrate the disadvantages under which China has suffered on repeated defeats that she has suffered do not necessarily imply a lack of martial

qualities in her sons. The reverse, indeed, is rather the case—the powers of endurance of the Chinese, and their adaptability to the widest range of conditions, all fit them to rank high among the world's fighting men, and, in spite of the fact that badly armed, worse led, and perhaps totally unpaid Chinese troops have fled before European or Japanese forces equipped with all the refinements known in the way of weapons of destruction, there are not wanting events that go to show that the Chinese soldier is not necessarily a coward. General Gordon had experienced of Chinese troops such as no other foreigner has had, and he was emphatic as to their soldierly qualities when well led and regularly paid; Colonel Bower has repeated his testimony with special reference to the Wei-hai-wei regiment; Captain Layard of the same regiment, relates how, when he was reconnoitring with his company at the attack on the Chinese position at Tientsin in 1900, a shell suddenly burst behind them, and he found himself in charge of native troops for the first time under fire. To his satisfaction the Chinese under his command were not in the least disconcerted: they continued to advance in excellent order, but strongly demurred at first when the order came to retire.

In these instances, it is true, the Chinese were fighting against their own countrymen, but even when they have encountered European troops they have not always been the cowards they are sometimes painted. The "Black Flag Troops" were very successful in the guerilla war against the French in 1884-85, and at Langson made so determined a resistance that the French were obliged to retire, and Dr. Hawks Potts says, "this war revealed the good fighting qualities of the Chinese soldier." (*A Sketch of Chinese History*, p. 108). Great Britain, too, has had experience of the prowess of Chinese troops (or rather of the Manchu forces that are generally spoken of with such contempt). The first noticeable resistance that the British encountered in the war of 1904-05 was at Chapoo, "the Chinese forces numbering about 8,000, of whom 1,700 were Manchus of the resident military colony. This was the first occasion on which the English met the Manchus in arms, and they were astonished at the sturdiness of the resistance, to which they had not been accustomed; and they were as much astonished at the readiness of the Manchus to die where they stood, at their own hands if not at the hands of the enemy. When they could no longer fight, they could die; and the instances of mad self-destruction were perfectly horrible." (Morse, *The International Relations of the Chinese Empire*, p. 295). And again at Chinkiang, "The Manchu garrison, however, fought with desperate determination" (Bernard), made a "desperate resistance" (Ouchterlony), and "behaved with great spirit" (Sir Henry Pottinger). Even at Chinkiang, with no intelligent leadership, with only a third of their enemy's number, and armed only with obsolete matchlocks, bows, and spears, they inflicted a loss of 37 killed and 129 wounded on their opponents" (*ibid.*, p. 296).

Perhaps the most striking instance of all is the defeat Chinese troops inflicted upon the Gurkhas—the Highlanders of India—at the very gates of their own capital. Towards the end of the 18th century, the Gurkhas invaded Tibet, dispersed the priests, and levied tribute. Tibet appealed to China, whose response was to send an army of 70,000 men (the number must be taken for what it is worth; and probably half of this host were ineffective—camp-followers of various descriptions) led by General San-fu, right across Szechuan and Tibet to the Nepal border. San-fu attacked his foes in the open, and inflicted a severe defeat on them, driving them back into Nepal and right up to the walls of Khatmandu, the capital. Here again the Chinese army attacked the Gurkhas—now the pick of Britain's hill-fighters—and again defeated them, and to this day Nepal acknowledges China's superiority by sending periodical tribute missions to Peking.

Everything goes to show that, given good pay and good leaders, China can turn out troops of which no army need be ashamed, but it is especially in the latter *dead-end* that she fails. It frequently happened during the Revolution that a victory on one side or the other was allowed to be fruitless in the end, for want of following it up and pressing home the advantage, but in that struggle every issue was so complicated by cross- and under-currents that it is perhaps scarcely a fair test, but the whole course of the wars in which China has been engaged during the last 100 years reveals the same fact. The long campaign against the Taiping Rebels was distinguished by no brilliant examples of strategy or tactics on the part of Chinese generals, the share of Tseng Kuei-fan and Li Hung-chang in the military events of the time was administrative rather than executive, while the successes of Sengolinsin, the Mongol cavalry leader, do not show any signs of being due to skillful generalship. An exception must be made of Tso Tung-tang, whose campaign against the Mohammedan rebels under Yakub Beg should become the classical example of patient but resistless crushing down of opposition. The history of the late Chao Erh-feng's expedition to the Tibetan frontier, to come down to the present century, exhibits him as a tactician of high order; but the paucity of names of those who have so distinguished themselves is conclusive proof of China's weakness in this respect.

In almost every department of China's national life, the influence of the Taiping Rebellion is seen in greater or less degree, and the army is no exception. The share taken in the suppression of the rebellion by the "Ever Victorious Army" under Gordon was the most effective demonstration of what Chinese troops could do if properly paid and properly led; Gordon urged Li Hung-chang to make this force the nucleus of a standing army, but the latter, perceiving the dangers to the Empire which such a course might involve, had the perspicacity to decline the tempting proposal, and the Ever Victorious Army was disbanded. The Anhui military enrolled by Li Hung-chang himself in the early days of the rebellion remained, however, and by the irony of fate, it was at one time proposed that they should be used for the very purpose that it was feared, the Ever Victorious Army would be turned to if maintained as a standing army. Among the machinations following the Kuldja complication was a scheme, in which the German Minister at Peking was one of the prime movers, to induce Li Hung-chang to march on Peking at the head of these Anhui troops, overthrow the Emperor, and set up a Government of his own. It is perhaps unnecessary to add that this scheme never materialized, Li Hung-chang refusing the bait.

In the fear of war threatening her as the result of her refusal to ratify the Treaty of Livadia (v. Chapter II. *sub* Russia), China turned to Gordon, inviting him to take command of her forces against Russia. Gordon's advice, however, was emphatically for peace, and he refused to give China his assistance in war. At the same time, he drew up a memorandum of the course of army reform he thought most suitable to China's needs; some of the suggestions may appear somewhat quaint at the present day, but the document is of interest as being the first reasoned scheme of Chinese army reform.

"China's power lies in her numbers, in the quick moving of her troops, and in their few wants. It is known that men armed with sword and spear can overcome the best regular troops equipped with breech-loading rifles, if the country is at all difficult and if the men with spears and swords outnumber their foe ten to one. If this is the case where men are armed with spears and swords, it will be much truer when these men are themselves armed with breech loaders. China should never engage in pitched battles. Her strength is in quiet movements, in cutting off trains of baggage, and in night attacks, *not chasing home*—in a continuous warring of her enemies. Rockets should be used instead of cannon. No artillery should be moved with the troops; it delays and impedes them. Infantry fire is the most fatal fire; guns make a noise far out of proportion to their value in war. The degree of speed at which the guns can be carried dictates the speed at which the troops can march. As long as Peking is the centre of the Government of China, Chinese can never go to war with any first-class Power; it is too near the sea."

Nothing, however, came of these recommendations, and nothing was done to provide China with a military organization until the war with Japan gave convincing proof of the need. Up to 1895, China had nothing that could be called a national army, and had refused to have anything to do with the idea—her military forces consisted of the Banner-men (Manchu, Mongol, and Chinese), whose only training consisted in shooting occasionally with the bow and arrow, and the semi-independent provincial troops, which existed principally on paper, while the pay went into the pockets of the officers commanding. In 1895 five divisions of a new national army—the *Yu-wei Chün*—were raised, and, although the majority of the force soon lapsed or were disbanded, the division has written its name large on the face of history, as well as furnishing the nucleus of China's modern army. The troops under the command of Yuan Shih-kai, who remembered the lesson of the Ever Victorious Army, were well fed and well clothed, and regularly paid; hence they were for

some years the only efficient force in China, and on two occasions they held the key to the situation for the whole of the Empire. It was on them that the Emperor Kuang-hsi relied when he launched out on his reforming crusade, and when Yuan threw in his lot with the Empress-Dowager, bringing, of course, his troops with him, the fate of the reformers and of their hopes of a new China were sealed. In 1900 again the Empress-Dowager ordered Yuan to lead his troops to support the attack on the Concessions at Tientsin: to obey or refuse was alike dangerous, so he advanced at the head of his army at the rate of a mile a day—(was the future President suffering in his legs even then?)

Another abortive scheme of army reform was brought forward by Jung-lu, Generalissimo of the Northern Forces, towards the end of 1898. "The armies under the command of Sung-ching and others, that is to say, all the brigaded troops in North China, are to be organized in four corps—front, rear, right, and left—to occupy different strategic points. In addition Jung-lu will raise a centre corps of 10,000 men to be stationed presumably in or about Peking. Four hundred thousand taels has already been appropriated towards the expenses of the new corps. . . . The importance of bringing the other four corps into an efficient state is dwelt upon, and the Edicts are stern in demanding the production of sufficient funds for the purpose. The Viceroy of Chihli is also instructed to closely scrutinize the condition of the Pei-yang drilled troops—formerly Li Hung-chang's army—and bring them into order. They are to be under the orders of Jung-lu, instead of the Viceroy." (*China*, No. 1, 1900, p. 14). An interesting point in connection with the scheme was the share in it of Yin-chang, the future Commander-in-Chief, who assisted in planning the organization of the centre corps. The scheme was, however, abortive, and was swept off the table by the events of 1900; and when the confusion had subsided, it was found that China still possessed no reliable force beyond that under the command of Yuan Shih-kai.

(Continued on Page 6.)

INTIMATIONS

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FROM THE PILSEN DISTRICT,

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CHARACTERISTICS OF SUCH BEERS.

PER 1 DOZ. QUARTS. \$3.00

" " " PINTS. 2.00

(Please Government Duty for Local Orders.)

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognized unqualifiedly by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT

THE MEDICAL HALL.

HONGKONG.



NOTICES

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed **DAILY PRESS** only, special business notices **THE MANAGER**.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 55. Telephone No. 18.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

METAL IMPORTERS OF HONGKONG.

NOTICE IS HEREBY GIVEN that a MEETING of METAL IMPORTERS will be held at the SECRETARY'S OFFICE, HONGKONG GENERAL CHAMBER OF COMMERCE, GOVERNMENT BUILDING, on MONDAY, 18th May, at 4 p.m., for the following purposes:—

- To consider the present state of the Metal Trade in Hongkong.
- To consider the advisability of forming an Association of Metal Importers.

By Order,
(Sgd.) E. A. M. WILLIAMS.
Hongkong, 13th May, 1914. [700]

LEE AND COMPANY.

THE CREDITORS of the above-named Firm are required on or before SATURDAY, the 23rd of May, 1914, to send their names and addresses, and particulars of their Debts or Claims to the Undersigned, the Receiver and Manager of the said Firm.

J. HENNESSEY SETH,
Receiver and Manager.
Hongkong, 13th May, 1914. [699]

G. R. PUBLIC AUCTION.

THE Undersigned have received instructions from H.M. NAVAL STORE OFFICER, to Sell by Public Auction,
On FRIDAY,
the 15th May, 1914, at 10 A.M., at Kowloon Depot,
TWO WOODEN COAL LIGHTERS each 100 tons, under water portions covered with Hart Metal Sheathing. Open for inspection from 14th May. To be sold with all faults and errors. The Lighters are lying in Kowloon Canal Camber. As usual.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
Hongkong, 13th May, 1914. [699]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge of the Vessel will be landed at Consignees' risk and expense. Cargo remaining on board on the 15th inst. at 2 p.m. will be landed at Consignees' risk and expense. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, and Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 12th May, 1914. [60]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
On FRIDAY,
the 15th May, 1914, commencing at 11 A.M., at his Sales Rooms, Duddell Street,
A SELECTION OF
PRIME OSTRICH FEATHERS (Ranging from 20-28 inches in length). On View from TUESDAY, the 12th May, N.B.—The above Sale offers the Public an unique opportunity of purchasing Feathers direct from a South African farm, and are only to be sold at Public Auction owing to ill-health of owner.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 11th May, 1914. [692]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction (FOR ACCOUNT OF THE CONCERNED),
On SATURDAY,
the 16th May, 1914, at 12 Noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
THE "TUG"

Length ... 33 ft. 5 in.
Beam ... 17 ft.
Moulded Depth ... 9 ft. 3 in.
Draft ... 5 ft. 6 in. aft.
Bunkers ... 14 tons.
Engines ... 2 surface condensing.
Cylinders H.P. 124 in. I.P. 24 in. Displacement 170 tons approx.
Full Particulars may be had from the Undersigned.
On view off Observation Place from 15th May or by arrangement.
To be sold with all faults and errors.
Terms—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th May, 1914. [699]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings, TO-MORROW (THURSDAY), 14th May, 1914, at 11.30 A.M. for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 23th February, 1914, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th April to the 14th May, 1914, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 23rd April, 1914. [611]

JAVA CONSOLIDATED RUBBER AND COFFEE ESTATES, LIMITED.

NOTICE IS HEREBY GIVEN that the FORTH ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai, on FRIDAY, 16th May, 1914, at 3 p.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 15th May, 1914, both days inclusive.

By Order of the Board of Directors,
J. A. WATTE & Co., Ltd.,
Secretaries and General Managers.
[679]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Undersigned on MONDAY, the 18th May, 1914, at 11.30 A.M. The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 18th May, both days inclusive.

JARDINE, MATHEWSON & Co., Ltd.,
General Agents.
Hongkong, 30th April, 1914. [644]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Office of Messrs. JARDINE, MATHEWSON & Co., Limited, No. 16, Pedder Street, Victoria, Co., Limited, in the Colony of Hongkong, on MONDAY, the 18th day of May, 1914, at 11.45 o'clock in the forenoon, when the Subjoined Resolution will be proposed as an Extraordinary Resolution:—

That Article 84 of the Articles of Association be altered by substituting the words "Twenty-five" for the words "Fifteen."

Should the Resolution be passed by the required majority it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated this 30th day of April, 1914.
JARDINE, MATHEWSON & Co., Ltd.,
General Agents. [645]

NOTICE.

MR. AUGUST METZLER, having left our employ by Mutual Consent, CEASES to Sign our Firm per Procuration. We have this day authorized MR. ALBERT NATHANSON, MR. FRANZ WEGMANN and MR. LUDWIG VICTOR LANGSTEIN to Sign our Firm per Procuration.

ARNHOLD, KARBURG & Co.,
Hongkong and Canton 6th May, 1914. [677]

RADIUM THERAPY.

We can Supply

RADIUM BROMIDE for the treatment of Cancer and Skin Diseases, such as Lupus, Naevi, Angioma (Port-wine-stain), Warts, etc., and anybody wishing to be so treated by his Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co., Ltd.

Representing—
WERNER BUDENBERG & Co.
(Shanghai).
RADIUM-HEIL-GESELLSCHAFT
m.B.H., Berlin. [641]

RADIUM EMANATION THERAPY.

WE herewith beg to inform the Public that we have made arrangements with

MESSRS. A. S. WATSON & Co., Ltd.,

and
MESSRS. THE MEDICAL HALL
to Supply our

SAUBERMANN RADIUM EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM-HEIL-GESELLSCHAFT m.B.H. of Berlin, and they have all been attested to by the IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING INSTITUTE at Berlin.

Clinical literature and further details may be had on application to the above-named Firms.

WERNER BUDENBERG & Co.,

Shanghai.
Sole Agents for Hongkong and China for the

RADIUM-HEIL-GESELLSCHAFT

m.B.H., Berlin. [642]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

GENTLEMEN'S SHIRTS

THE FABRIC

is Best Zephyr, light in weight, strong in texture.

THE DESIGNS

are the newest effects in Shirtings and Comprise a variety of Neat Stripes in all colours. The Dye is the best obtainable.

THE FINISH

is the best while the shape is fully fashioned by expert London Shirtmakers.

THE PRICE:

WITH STIFF CUFFS ... \$3.00 and \$4.00
OR
SOFT DOUBLE CUFFS ... \$4.00

THE "CRAWFORD" DOUBLE COLLARS

IN 1½, 1¾, 2, 2½ INCHES DEEP.

ALL SIZES \$4.50 PER DOZ.

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THE NAME REMINGTON STANDS FOR

The Longest History.
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From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters"—FIRST AND ALWAYS.
Official Typewriter of the Panama-Pacific International Exposition.

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SIEMSEN & CO., SOLE AGENTS for
Hongkong, Canton, South China and Formosa. [54]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.
5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
Floorings—Sizes to Order.
Phillipine Hardwood Wharf Piles in lengths up to 60 feet.
The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Phillipine Hardwoods suitable for constructional purposes.
Prices and Samples on application.
Hongkong, 2nd May, 1914. [652]



HAVE YOU USED KAMINIA OIL?

THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the hair cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE ... 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAY, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—
KAMINIA PERFUMERY COMPANY,
Bombay, India. [667]

SINGON & CO.

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IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Fig. Iron and Foundry Goods Importers, General Storekeepers and Shipchandlers, Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market). Telephone No. 515. [45]

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MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 2nd December, 1913. [1359]

ENTERTAINMENTS

THERE'S ONLY ONE

THE HIPPODROME CIRCUS AND MENAGERIE.

ACKNOWLEDGED THE BARNUM OF THE EAST.

MATINEE! MATINEE!!
TO-DAY AT 4 P.M. SHARP.
Children Half Price to Matinee only.

AGAIN TO-NIGHT! AGAIN TO-NIGHT!!
AND EVERY EVENING AT 9.15 P.M. SHARP.

LOCATION: CAUSEWAY BAY.

IN OUR SPECIALLY ERECTED MAT SHEDS.

BOX PLAN AT ROBINSON PIANO CO., LTD.

For full particulars see Pictorial and Handbills.
Special late Trains after every Performance.
COL. BOB LOVE, Touring Manager.
Hongkong, 13th May, 1914. [660]

INTIMATIONS

NOTICE.

ROYAL HONGKONG GOLF CLUB ANNUAL GENERAL MEETING.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the HONGKONG GOLF CLUB will be held at the Club House at HAPPY VALLEY, on MONDAY, the 18th day of May, 1914, at 5.30 o'clock in the afternoon, for the purpose of receiving the Report and Statement of Accounts for the Year ended 31st December, 1913.

By Order,
K. M. CUMMING,
Hon. Secretary. [684]

SOCIÉTÉ DES PULPES ET PAPIERIES DU TONKIN

NOTICE OF MEETING.

SHAREHOLDERS of the above Society are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Head Office of the Company, No. 21 Rue Jules Ferry, Haiphong, on MONDAY, 25th May, 1914, at 3 o'clock p.m.

Objects of the Meeting:—
To authorize an issue of 2,000 New Preference Shares of \$50 each in place of an issue of 3,300 New Preference Shares of \$50 each previously notified.

By Order,
LOWE, BINGHAM & MATTHEWS,
Local Secretaries.
Hongkong, 1st May, 1914. [666]

UNIVERSITY OF HONGKONG

MATRICULATION EXAMINATION.

NOTICE IS HEREBY GIVEN that a MATRICULATION EXAMINATION will be held on the following dates:—
JULY 13th—18th, 1914.

Candidates must send in their names to the Registrar, with the fee, not later than one month before the date of the Examination.
Examination Fee \$10.00 (Hongkong Currency).

Forms of Entry and all particulars may be obtained on application to—
THE REGISTRAR,
The University of Hongkong.
Hongkong, 11th May, 1914. [669]

THE CHINA IMPORT AND EXPORT LUMBER CO., LIMITED.

ARNHOLD, KARBURG & Co.,

General Agents.

WE HAVE This Day Opened a LUMBER YARD and OFFICES at North Point next to the Kwong Sang Hong Glass Factory.

The sailing Vessel "JAMES TUI" has arrived with a well assorted Cargo of about 1½ Million sup. ft. of

OREGON PINE.

Planks, Timber, Floorings and Spars.
Prices will be quoted on application.
All Correspondence please address to—
THE CHINA IMPORT AND EXPORT LUMBER CO., Ltd.,
Letter Box No. 420. Telephone No. 1710.
Hongkong, 14th April, 1914. [550]

NEW CARTRIDGES.

By popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 888G, at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 16th April, 1914. [1559]

GRACA & CO.

FRIDAY ST. (Hongkong Hotel Building).
Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.

Just Received—
POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong, 20th March, 1914. [503]

TO LET

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.
WINDSOR LODGE, Kimberley Road, Kowloon, 6 ROOMS and Tennis Court.
No. 3, MINDEN VILLAS.
FLATS in Nathan Road and Humphreys Buildings.
Apply to—
HUMPHREYS ESTATE & FINANCIAL Co., Ltd.,
Alexandra Buildings.
Hongkong, 13th May, 1914. [695]

TO LET.

From 1st July, 1914.

IN CANTON on SHAMEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.
Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong.
Hongkong, 7th May, 1914. [678]

TO LET.

ON 1st July, No. 3, SEYMOUR TERRACE, Good View of Harbour. Robinson Road Level.
Apply to—
G. A. WOODCOCK,
Magistrate.
Hongkong, 6th May, 1914. [676]

TO LET.

OFFICES, ROOMS, and GODOWNS on Grand and Second Floors, No. 14, Des Voeux Road Central. The Premises now occupied by the South China Morning Post, Limited.
Can be divided up to suit Tenants' requirements.

Possession, 1st May, 1914.

"WILD DELL" FLATS, Wanchai Road, No. 4, Mosque Junction.

"THE NEUK," Five-Roomed Bungalow, No. 84, Garden and Tennis.

"HOMESTEAD," No. 45, PEAK. Immediate possession.

Apply to—
SANG KEE,
Care of COMPTON DEPARTMENT HONGKONG and SHANGHAI BANKING CORPORATION.
Hongkong, 28th March, 1914. [477]

TO LET.

SHOP, No. 12, Queen's Road Central.

2, FAIRVIEW, Nathan Road, Kowloon.

Apply to—
STEPHENS & WILLSON
Hongkong, 11th December, 1913. [57]

TO LET.

From 1st May, 1914.

NO. 104A, THE PEAK, FURNISHED.

Apply to—
S. J. DAVID & Co.,
Prince's Buildings.
Hongkong, 7th February, 1914. [264]

TO LET.

OFFICES in Hotel Mansions, from 1st May next.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 10th April, 1914. [542]

TO LET.

NO. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), till 30th May, 1914. Partly Furnished. Cheap rent.

To Let till 31st October, 1914, No. 64, TAN PEAK, SEVEN ROOMS and Drying Room, Furnished, including Electric Fans and Telephone.

No. 12, BEACONFIELD ARCADE, Shop.

No. 5, MOUNTAIN VIEW, Newly painted and colour washed. From 1st April, 1914.

No. 7, MOUNTAIN VIEW.

No. 7, STEWART TERRACE, PEAK.

No. 19, SHELLEY STREET.

No. 8, CAMERON VILLAS, No. 59, PEAK.

To Let, Furnished, for one year, from 1st May, 1914.

"BOGATE," Austin Road, Kowloon; Unfurnished.

FOR SALE.

"GLENSHIEL," 124, Barker Road.

5 ROOMS, close to Tram Station.

Apply to—
LINDSEY & DAVIS,
8rd Floor, Alexandra Building.
Hongkong, 16th April, 1914. [155]

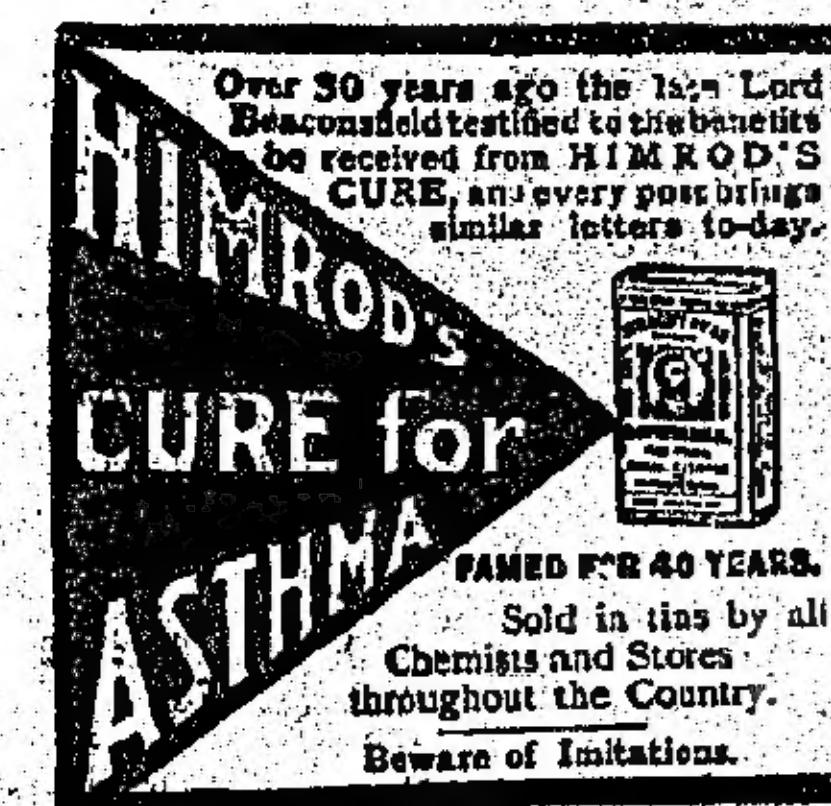


NAPIER - JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.



-it must be Bovril

Proved by independent scientific investigation to have a Body-Building Power of 10 to 20 times the amount taken



"Oh! I say! It's Good!"
Cooling, refreshing and 'snappy'
Montserrat LIME JUICE
is the ideal Summer beverage.
Large supplies have lately been shipped from London.

THE NEW FRENCH REMEDY, THERAPION No. 1
CURE FOR ALL THE AFFECTIONS OF THE URINARY SYSTEM.
THERAPION No. 2
CURE FOR ALL THE AFFECTIONS OF THE URINARY SYSTEM.
THERAPION No. 3
CURE FOR ALL THE AFFECTIONS OF THE URINARY SYSTEM.

RUBBER TAXATION

THE EXPORT DUTY IN THE FEDERATED MALAY STATES

The *Strait Times* (April 29th) has the following editorial:-
"We have been expecting for some time past to hear the planters of Malaya calling upon the Government to make a revision of the tax imposed upon their produce. There have been complaints about the 2 1/2 per cent. duty levied in the Federated States for years past. Even when rubber was selling at about 7/- per lb., our good friend Mr. Baxendale rose from a study of 'Damping Drops' (something Australian, if we remember rightly) to denounce the iniquity of the Government. He said a time would come when rubber would be sold at 2/- per lb., and as we had put 'natural price' at 1/6 per lb., we had no particular reason to cavil at his forecast, apart from the fact that he spoke of it in 1908 as if it were an impending calamity, whereas we put ten years from 1909 as the probable date when a natural price would be reached. The 2 1/2 per cent. export duty on gross value of rubber was not in our opinion, an excessive burden for the industry to bear up to any time before the second half of 1913, and we think the planters made a mistake in grumbling at it when they could so well afford to pay. It would have been more fair, as well as more tactful, to pay willingly while the industry was amazingly prosperous, in order to have a stronger case for consideration when a fall of values occurred. Nobody, however, need bear any grudge against Mr. Baxendale for having been a little before his time, and we are not surprised to hear that there is beginning to be a very definite movement among all who are interested in planting to have the export tax revised. A good average acre of rubber yields about 200 lbs., and on a well-managed estate the produce can be placed on the market at a cost of 1/- per lb. This apparently leaves a profit of fifty per cent., but the figure is delusive, because profit strictly speaking is not the difference between the cost of production and the selling price, but the percentage that difference will pay upon the capital employed.

The great trouble with the rubber industry is that we can never tell exactly what the capital employed really is. If we take 'natural capitalisation' we would agree with Mr. Baxendale's 225 per acre, that being the amount which must be sunk to transform an acre of jungle land into an acre of bearing land. Actual capitalisation, however, has varied with the moods of the share market, and they are too intricate to be followed. Also, we think, it is quite impossible for any Government to adjust its revenues to the eccentricities of speculation. To arrive at a sound basis of fair taxation for revenue, we have to take a moderately capitalised company which has done full justice to its estate, and we do not think that 275 per acre is a very excessive average figure for this purpose. Let us suppose, then, that the acre yields 300 lbs., which sells at an average of 2/- per lb., the cost of production and marketing being 1/- per lb. The net return from the acre will be 215, or 20 per cent., and at this rate there won't be very much the matter with the enterprise.

RELIEF FOR STRUGGLING COMPANIES.

In such a case the tax is equal to 10/-, or, as Mr. Baxendale would have put it, to 'a shilling income tax,' which is fairly stiff, but we will not allege that it is burdensome, because there remains 19 per cent. for the shareholders, and that is not at all a bad return; even on a somewhat precarious industry. We would urge a different line of reasoning on the Government if we were in the position of planters appealing for a reduction of the duty. We would point out quite courteously that, as practical men, we must let bygones be bygones. It is true enough that a very considerable number of unprincipled scoundrels got a hand in the rubber business, and that planter valuers sang a vastly different tune from that which Mr. Baxendale chose for his plaint against a greedy Government. But most of the rubber scrip is in the hands of quite honest folk now, and there is not much gambling in it. Further, most of the folk who are holding bought at a figure which represents a good deal more than 275 per planted acre of rubber yielding 300 lbs. per annum. There are a great number of companies short of cash, and every penny taken from them in taxation diminishes their power of developing the properties they hold. The tax is automatic in the sense that it rises and falls with prices, and we are still not prepared to admit that it is an excessive burden upon the well-to-do companies which have large areas of mature trees. But it does press heavily upon the struggling companies which can only save themselves from disaster by putting every penny they earn into the upkeep of their property. It is a fact, indeed, that, strictly speaking, companies are working at a loss for the sake of getting ready cash—we mean that if their output were charged with a full share of management and administration expenses there would be no profit at all. It is time, we think, for the Government to grant some relief, but it is expedient to make a concession to all the companies, or to change the basis of assessment? Suppose we put it this way: that instead of a tax of 2 1/2 per cent. on gross value, there shall be a tax of 5 per cent. upon the amount available for distribution to shareholders, provided that such amount shall in no case exceed the equivalent of 2 1/2 per cent. on gross value. This would entirely relieve the struggling companies without releasing from taxation those which are still prosperous. The Government cannot relieve the industry from taxation, because much has to be done for it, but it might take into account the fact that its losses of taxation per lb. are being more than made good by the vastly greater number of lbs. which are being produced. The value of exports in 1909 was \$14,592, and in 1912—the last year for which we have official figures—they were \$63,124,349. There is a strong case, we think, for reconsideration of the tax—not on the ground that the Government has been a remorseless plunderer, but simply in order to help the industry, which is of immense value to the State, over one of the most critical periods in its history. A few years hence cost of production will be lower, and though

WM. POWELL, LTD.

TELEPHONE 346

CRETONNES
AND
TAFFETAS
FOR
LOOSE WASHING COVERS.
SEE OUR WINDOWS FOR
SMART DESIGNS.
We shall be glad to forward complete sets of patterns on application.

INDO-CHINA BRICKS, TILES, PIPES COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY
PATENTED ROOFING TILES.
Guaranteed against Typhoon and Leakage.
MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.
SAMPLES AND FULL PARTICULARS FROM
P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.
ALWAYS IN STOCK.

Summer Excursions TO JAPAN

BY THE STEAMERS OF
CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KORE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.
Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port as indicated in schedule of sailings shown below.
The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN.				TO JAPAN.			
YOKOHAMA LEAVE	KORE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	YOKOHAMA LEAVE	KORE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE
3 June	5 June	6 June	11 June	12 June	14 June	16 June	18 June
11 June	13 June	14 June	19 June	20 June	22 June	24 June	26 June
19 June	21 June	22 June	27 June	28 June	30 June	2 July	3 July
27 June	29 June	30 June	5 July	6 July	8 July	10 July	12 July
5 July	7 July	8 July	13 July	14 July	16 July	18 July	20 July
13 July	15 July	16 July	21 July	22 July	24 July	26 July	28 July
21 July	23 July	24 July	29 July	30 July	1 Aug	2 Aug	4 Aug
29 July	31 July	1 Aug	6 Aug	7 Aug	9 Aug	11 Aug	13 Aug
6 Aug	8 Aug	9 Aug	14 Aug	15 Aug	17 Aug	19 Aug	21 Aug
14 Aug	16 Aug	17 Aug	22 Aug	23 Aug	25 Aug	27 Aug	29 Aug
22 Aug	24 Aug	25 Aug	30 Aug	31 Aug	1 Sept	3 Sept	5 Sept
30 Aug	1 Sept	2 Sept	7 Sept	8 Sept	10 Sept	12 Sept	14 Sept
7 Sept	9 Sept	10 Sept	15 Sept	16 Sept	18 Sept	20 Sept	22 Sept
15 Sept	17 Sept	18 Sept	23 Sept	24 Sept	26 Sept	28 Sept	30 Sept
23 Sept	25 Sept	26 Sept	1 Oct	2 Oct	4 Oct	6 Oct	8 Oct
1 Oct	3 Oct	4 Oct	10 Oct	11 Oct	13 Oct	15 Oct	17 Oct
10 Oct	12 Oct	13 Oct	18 Oct	19 Oct	21 Oct	23 Oct	25 Oct
18 Oct	20 Oct	21 Oct	26 Oct	27 Oct	29 Oct	31 Oct	2 Nov

† Returning via Manila. ‡ Going via Manila.

Steamers proceeding via Manila do not call at Shanghai.

STURGEON BRAND
JOHN & E. STURGE, Ltd.
Birmingham (England).
PRECIPITATED CHALK
(Calc. Carb. Precip.)
All Grades, from lightest to very dense, to suit all needs.
CITRIC ACID, BICARBONATE of POTASH, ROCHELLE, SALTS, and PULV. SEIDLITZ.

prices may be lower also the pressure will be less acute. Government will get its share of any good times that are to come, and the bigger the producing area, the bigger the share will be. Nobody, in fact, has a greater interest than the Government in preventing planted land reverting to jungle. It will obviously promote its own welfare by keeping up the credit of Malayan investments.

THE MOUTRIE PIANO

IS THE
IDEAL INSTRUMENT
UNSURPASSED FOR
DURABILITY
AND IS
GUARANTEED FOR FIVE YEARS.
PRICES from \$385.
S. MOUTRIE & CO., LTD.

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 55, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,300,000 equal \$21,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913. [19]

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STARR, Chief Manager.

Hongkong, 1st July, 1913. [16]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... \$21,500,000

Subscribed ... \$1,250,000

Paid-up ... \$62,500

Reserve Fund ... \$465,000

BANKERS: BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

Hongkong, 14th July, 1913. [738]

APIOLINE (CHAPOTEAUT)



For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French medical authorities and superior to P-nsey, steel Drops and P-nsey royal. CHAPOTEAUT, 3, rue Vivienne, Paris. Sold by a Chemist.

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.

(Netherlands India Commercial Bank.)

ESTABLISHED 1863.

Authorized Capital Fl. 80,000,000 (\$2,500,000)

Paid-up Capital ... Fl. 17,407,000 (\$1,400,558)

Reserve Fund ... Fl. 5,518,000 (\$551,800)

HEAD OFFICE: AMSTERDAM.

HEAD AGENTS: BATAVIA.

LONDON BANKERS: THE WILLIAMS PEARSONS BANK, SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager, No. 8, Des Vœux Road Central.

Hongkong, 3rd October, 1913. [21]

THE BANK OF TAIWAN, LIMITED

(Incorporated by Special Imperial Charter.)

Capital Subscribed ... Yen 10,000,000

Capital Paid-up ... Yen 1,499,250

Reserve Funds ... Yen 5,490,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:

Amoy, Kienyang, Shanghai, Batavia, Kobo, Singapore, Bombay, London, Swatow, Calcutta, Manila, Taichu, Canton, Moji, Tainan, Dairen, Nagasaki, Takow, Fenchow, Newchwang, Tamsui, Hongkong, New York, Yokohama, Kobe, Osaka, Yokohama, Keelung, San Francisco, etc.

HONGKONG OFFICE, 8, Des Vœux Road.

Interest allowed on Current Accounts, Deposits received on terms which may be ascertained on application.

K. TSUDZURABARA, Manager, Hongkong, 19th February, 1914. [648]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Funds—Sterling ... \$1,500,000 at 2/-—\$15,000,000

Silver ... \$17,500,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS: Hon. Mr. D. LANDALE—Chairman.

W. L. PATTERSON, Esq.—Deputy Chairman.

S. H. DODD, Esq., F. Lieb, Esq., G. T. M. EDKINS, Esq., J. A. FUMMER, Esq., C. S. GABBY, Esq., Hon. Mr. E. SHALLIM, P. H. HOLYOAK, Esq., H. A. SIBS, Esq., C. Langrat, Esq., Ad. Widmann, Esq.

CHIEF MANAGER: Hongkong—N. J. STARR.

MANAGERS: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Accounts at the rate of Two per cent. per annum on the Daily Balances.

On FIXED DEPOSITS: For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STARR, Chief Manager, Hongkong, 8th May, 1914. [15]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853. HEAD OFFICE—LONDON.

Paid-up Capital ... \$1,200,000

Reserve Fund ... \$1,800,000

Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT, Acting Manager, Hongkong, 31st March, 1914. [148]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

REDUCTION IN SALOON FARES.

HONGKONG-CANTON LINE.

Commencing from April 1st the Saloon passage rates by the Companies' steamers will be reduced to—

Single Fare by Night Steamer	10.00
Return (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 13TH MAY, 1914.	
8 a.m. HEUNGSHAN.	8 a.m. HONAM.
10 p.m. KINSHAN.	5 p.m. FATSAN.

THURSDAY, 14TH MAY, 1914.

8 a.m. HONAM.	8 a.m. HEUNGSHAN.
10 p.m. FATSAN.	5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 17TH MAY, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI TAI, Tons 1,651.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANMING, 569 tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	Steamer	To Sail
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIE	On 17th May.
	V. CLOTAT	On 31st May.

HOMEWARD

From	Steamer	On
MARSHILLES VIA PORTS	CORDILLERE	On 19th May, at 1 p.m.
	MAGELLAN	On 2nd June, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS. TRANSHIPMENT on the Co's steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.

QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the INDIAN AFRICAN LINE.

From Hongkong:	PROPOSED SAILINGS:	From Colombo:
25th May.	"SARAT"	17th June.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted with WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 22nd May, 4 p.m.
HUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NIPPON YUSEN KAISHA and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light, Fans in every Cabin. Competent Stewards Carried. For Freight or Passage, apply to BREWSTER, TOMES & CO., General Managers Hongkong, 4th May, 1914.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH-POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHINA 10200 tons	NILE 11000 tons
PERSIA 9000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

SIBERIA	Sailing SATURDAY, 16th May, at 1 p.m.
CHINA (via Manila)	WEDNESDAY, 27th May, at Noon.
MANCHURIA	SATURDAY, 6th June, at 1 p.m.
NILE (via Manila)	TUESDAY, 16th June, at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—table water swimming tank, billiard croquet, deck games, dances, etc.—and a full orchestra throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT, KING'S BUILDINGS.

TEL. No. 141.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC LINE.

In Connection at TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	THURSDAY, 14th May, at Noon.
"PANAMA MARU"	J. Kanno	WEDNESDAY, 27th May, at Noon.
"SEATTLE MARU"	T. Saito	THURSDAY, 11th June, at Noon.
"MEXICO MARU"	K. Kobayashi	WEDNESDAY, 24th June, at Noon.
"CHICAGO MARU"	I. Goto	
"CANADA MARU"	H. Yamamoto	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"INDO MARU"	K. Komiya	SATURDAY, 16th May, A.M.
"LUZON MARU"	T. Miyata	FRIDAY, 5th June, A.M.
"JAVA MARU"	D. Fuchigami	MONDAY, 6th July, A.M.

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIO MARU"	Y. Yamamoto	WEDNESDAY, 20th May, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunaga	SUNDAY, 17th May, at Noon.
"DAIWIN MARU"	K. Murakami	SUNDAY, 17th May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	WEDNESDAY, 13th May, at 10 a.m.

FOR CANTON.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soa. Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER.

Second Floor No. 1 Queen's Building.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPFSCIFFFAHRTS GESELLSCHAFT "HANSA"

Regular Sailings from JAPAN, CHINA AND PHILIPPINES.

via STRAITS and COLOMBO.

To MARSEILLES, HAVRE, ENDEN, BREMEN, HAMBURG AND NEW YORK.

and from MANILA, HONGKONG AND JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Opore, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

For	Steamship	To Sail
SHANGHAI, KOBE AND YOKOHAMA	"SEGOWIA"	28th June.
" "	"PREUSSEN"	8th June.
" "	"SILESIA"	18th May.
" "	"C. FERD. LAEISZ"	3rd July.
" "	"SENIGAMBIA"	17th July.
" "	"SCANDIA"	27th July.
" "	"ALEXIA"	14th Aug.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)	"SAMBIA"	17th May.
" "	"SAXONIA"	10th June.
" "	"SUEVIA"	12th July.
" "	"SITHONIA"	31st July.
" "	"BELGRAVIA"	8th Sept.
HAVRE, ENDEN & HAMBURG	"UCKERMARK"	13th May.
HAVRE, ANTWERP & HAMBURG	"ARABIA"	14th May.
MARSHILLES, ROTTERDAM, HAMBURG & ANTWERP	"ERISGAVIA"	24th May.
MARSHILLES, HAVRE, ENDEN & HAMBURG	"ALTMARK"	28th May.
HAVRE & HAMBURG	"FRASILLA"	5th June.
ROTTERDAM, HAMBURG & ANTWERP	"WUERTTEMBERG"	6th June.
ROTTERDAM, HAMBURG & ANTWERP	"SUEDEMARK"	19th June.
MARSHILLES & HAMBURG	"SEGOWIA"	4th July.
HAVRE, ENDEN & HAMBURG	"GOLDENFELS"	13th July.

For Further Particulars, apply to—

Hongkong, 6th May, 1914.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	Tons	SAILING DATES
MARSHILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. G. Tabusa	12,500	WEDNESDAY, 10th May, at 10 a.m.
	ATSUTA MARU Capt. Irizawa	16,000	WEDNESDAY, 10th May, at 10 a.m.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	SAKI MARU Capt. Noma	12,530	TUESDAY, 19th June, at 4 p.m.
	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 2nd June, at 4 p.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. K. Soyoda	9,800	WEDNESDAY, 3rd June, at Noon.
	TANGO MARU Capt. Sakine	13,500	WEDNESDAY, 1st July, at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	SANUKI MARU Capt. Date	12,500	SATURDAY, 16th May.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU Capt. Kawashima	5,000	THURSDAY, 31st May.
KOBE and YOKOHAMA	KAMAKURA MARU Capt. T. Hori	12,500	FRIDAY, 15th May.
KOBE and YOKOHAMA	KANAGAWA MARU Capt. Tozawa	12,500	FRIDAY, 22nd May.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Sakine	13,500	TUESDAY, 2nd June, at 5 p.m.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Yamawaki	16,000	WEDNESDAY, 30th May, at 11 a.m.

§ Fitted with New System of Wireless Telegraphy.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

TELEPHONE Nos. 252 and 1241

T. KUSUMOTO, MANAGER.

[8-9-16]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSHILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.	COLOMBO.	RAI	KONG.		LES	
May 14	INDIA	May 19	May 23	MOREA	June 20	June 25
May 28	DEVANHA	June 2	June 6	MALJOJA	July 4	July 11
June 11	DELTA	June 16	June 20	MARMORA	July 18	July 24
June 25	HIMALAYA	June 30	July 4	MORDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	CHINA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A"	Accommodation Single £65. Return £97.	
2nd Saloon "A"	" " " £44. " £66.	
3rd Saloon "A"	" " " £40. " £60.	
1st Saloon "A"	Accommodation Single £61. Return £91.	
2nd Saloon "A"	" " " £42. " £63.	
3rd Saloon "A"	" " " £38. " £57.	

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS.	Leave	Leave	Leave	Leave	Due at	Due at
	Y'HAMA	SHANGHAI	H'KONG	S'PORE	M'SHILLES	LONDON
NAMUR	about	about	about	about	about	about
NOVAEA	Apr. 28	May 7	May 13	May 19	June 16	June 26
NELLORE	May 26	June 4	June 10	June 16	July 14	July 24
KEITHREE	June 9	June 18	June 24	June 30	July 28	Aug. 7
NAGOYA	June 23	July 2	July 8	July 24	Aug. 11	Aug. 21
SYRIA	July 7	July 16	July 22	Aug. 18	Aug. 26	Sept. 6
NILE	July 21	July 30	Aug. 5	Aug. 21	Sept. 9	Sept. 20
	Aug. 4	Aug. 13	Aug. 19	Aug. 5	Sept. 23	Oct. 3

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR Capt. A. Collier	10 A.M. 13th May	Freight and Passage.
SHANGHAI, MOJI, KORE, and YOKOHAMA	NELLORE Capt. J. Gaunt, R.N.R.	About 16th May	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. E. Hickey	About 21st May	Freight and Passage.
LONDON via USUAL PORTS OF CALL	INDIA Capt. C. C. Talbot, R.N.R.	23rd May	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWITT,
Superintendent.

Hongkong, 12th May, 1914.

CHINA NAVIGATION CO., LTD.

FOR	STAMERS	TO SAIL	REMARKS
HONGKONG and HAIPHONG	KAIFONG	On 13th May, 10 A.M.	
SHANGHAI and TSINGTAU	ANHUI	On 14th May, 4 P.M.	
SHANGHAI and TSINGTAU	TINGCHOW	On 16th May, 4 P.M.	
SHANGHAI, CHEFOO and NEWKANG	FOOCHOW	On 17th May, 4 P.M.	
SHANGHAI	LIANGCHOW	On 19th May, 4 P.M.	
MANILA, CEBU and LOLO	TEAN	On 19th May, 4 P.M.	
WEIHAIWEI and TIENTSIN	HUICHOW	On 24th May, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN" Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN".

SHANGHAI and TSINGTAU LINE—THE TWIN SCREW STEAMERS "ANHUI" "LIANGCHOW" "LUOHOW" and "TINGCHOW" having S.S. "KANCHOW" "LIANGCHOW" "LUOHOW" and "TINGCHOW" having excellent accommodation, with Electric Light throughout, and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong, and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Saturdays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 12th May, 1914.

BUTTERFIELD & SWIRE,
AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	23rd May	On 29th May, 10 A.M.
ST. ALBANS	13th June	On 19th June, 10 A.M.
EASTERN		On 10th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A Star-Boat has Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUMATRA AND PORT SAID.
S.S. "BOHEMI" 7,900 tons, will leave as above on 15th May, at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no extra, no tips, no inside Cabins.
Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £30 1st, £26 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
SINGAPORE, PENANG, COLOMBO, ADEN, SUMATRA AND PORT SAID.
S.S. "NIPPON" 13,980 tons, will leave as above about 5th June.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No extra. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

Via Venice, Milan, Simplicio, Lonsanne, Paris, Calais or Boulogne, Class I £25.15, II £21.10.
BY ST. GOTHARD EXPRESS.
Via Venice, Milan, St. Gothard, Lonsanne, Paris, Calais or Boulogne, Class I £25.15, II £21.10.
BY SEMBRING EXPRESS.
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £25.15, II £21.10.
BY TATLER EXPRESS.
Via Munich, Cologne, Hook or Flushing, Class I £27.10, II £23.10.

TO SHANGHAI
S.S. "AFRICA" 8,840 tons, will leave as above on 1st June, at 6 A.M.
FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.
no KOBE via SHANGHAI YOKOHAMA.
S.S. "E. F. FERDINAND" 12,000 tons, will leave as above about 30th May.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIEBER & Co., AGENTS,
Hongkong, 6th May, 1914.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

"HAICHOW" Capt. W. C. Pasmore FRIDAY, 15th May, at 11 A.M.
"HAIYAN" Capt. A. H. Toward TUESDAY, 19th May, at 11 A.M.

For SWATOW AND RETURN

(Occupying 3 Days).

HAIMUN Capt. J. Evans WEDNESDAY, 13th May, at 11 A.M.
SUNDAY, 17th May, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 12th May, 1914.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
CHIYO MARU	22,000—21 knots	TUES., 19th May
TENYO MARU	22,000—21 knots	TUES., 10th June
NIPPON MARU	11,000—18 knots	TUESDAY, 2nd June
HONGKONG MARU	11,000—18 knots	FRIDAY, 10th July
SHINYO MARU	22,000—21 knots	TUES., 14th July

Steamers via Shanghai will be despatched at Noon.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	£96.10.
" " " " SAN FRANCISCO	£45. ...	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES GIVEN TO NAVAL AND MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 221.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "JAPAN," 6,013 tons, Captain C. P. Seddon, will be despatched for YOKOHAMA, KOBE and MOJI on 20th May.
S.S. "DUNERA," 5,389 tons, Capt. E. G. M. Dickinson, will be despatched for MIKE, KOBE and MOJI on 22nd May.

WESTWARD

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, S.S.F., will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th May.
S.S. "DILWARA," 5,373 tons, Captain G. N. Ramage, S.S.F., will be despatched as above on 18th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 13th May, 1914

AGENTS.

JAVA-CHINA JAPAN LIJN

REGULAR PORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIKINI	JAVA	First half of May	JAPAN	First half of May
TIJILWONG	SHANGHAI	First half of May	JAVA	First half of May
TIJIPANAS	JAVA	First half of May	SHANGHAI	Second half of May
TIJITAROEM	JAPAN	Second half of May	JAVA	Second half of May
TIJIMAH	JAVA	Second half of May	JAPAN	Second half of May
TIJIBODAS	JAVA	First half of June	JAVA	First half of June
TIJIMANOEK	JAVA	First half of June	SHANGHAI	First half of June
TIJILATJAP	JAVA	First half of June	JAPAN	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yuk Buildings, 1st Floor.
Hongkong, 6th May, 1914.

Telephone No. 1574.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East:—16, DES VIGUEUX ROAD, HONGKONG.
SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.
MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES EXCHANGED.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES.

FOR	STAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGERES, LISBON, SOUTHAMPTON, ANTWERP and BREMEN	"BUELOW," Capt. C. NARRATH	16,900	Wednesday, 13th May, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG," Capt. F. VON RINZKE	18,300	About Thursday, 14th May.
MANILA, ANGAUR, YAP, MAR- ON, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. O. JURANY	6,100	Saturday, 16th May, at 3 P.M.
KOBE	"COBLENZ," Capt. H. SCHMITT	6,750	About Tuesday, 26th May.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship	about
"BORKUM"	21st May.
"ALTAR"	25th May.
"DURENDART"	8th June.

HOMEWARD.

FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG: S.S. "HELGOLAND"	about Middle of June.
FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "BORKUM"	about End of June.
FOR MARSEILLES, ROTTERDAM AND BREMER/HAMBURG: S.S. "ALTAR"	Beginning of July.
FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "DURENDART"	Middle of July.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.
MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 20th April, 1914.

1118

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Sheds ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK."

150

ON SALE

A TABLE OF THE

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AT HONGKONG

FOR

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On the Day Preceding the Departure of the
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FROM 1893 TO 1909;

ALSO
RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
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ON SALE.

DIRECTORY

AND

CHRONICLE

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STATES, SIAM, NETHERLANDS,
INDIA, BORNEO, THE PHILIP-
PINES, Etc.

FOR THE YEAR

1914.

To be Obtained at the Office of
THE HONGKONG DAILY PRESS
or
Messrs. KELLY & WALSH, LTD.
Hongkong, 18th February, 1914.

